

The responses to bidders' inquiries are provided for the bidders' convenience only. In some instances, the question and answer may represent a summary of the matters discussed rather than a word-for-word recitation. The responses may be considered along with all other information furnished to prospective bidders for the purpose of bidding on the project. The availability or use of information provided in the responses to contractors' inquiries is not to be construed in any way as a waiver of the provisions of Section 2-1.03 of the Standard Specifications or any other provision of the contract, the plans, Standard Specifications or Special Provisions, nor to excuse the contractor from full compliance with those contract requirements. Bidders are cautioned that subsequent responses or contract addenda may affect or vary a response previously given. Inquiries along with responses may be posted at the website only when the inquiries are submitted in any of the acceptable manner prescribed under the Notice to the Contractors and when the responses have already been communicated to the individual inquirers. Bidders' inquiries received over the phone must be followed-up and submitted in writing for an official response.

The Bidders' inquiries and Responses may be updated from time to time and bidders are enjoined to check the website regularly and immediately prior to the scheduled bid opening.

Caltrans District 8 Office is located at 464 W. Fourth Street, San Bernardino, CA 92401-1400.

Send Contractor Inquiries via email to d8_pbi@dot.ca.gov

The mailing address is 655 2nd Street, San Bernardino, CA 92402.

Phone (909) 383-5961 or (909) 383-6322

Fax (909) 383-6739.

All inquiries must include the contract number.

08-378704	
Inquiry No.	Inquiry/Response
1.0	<p>Question_1: We would like to request for a bid postponement for at 2 weeks for Contract 08-378704. said contract is supposed to bid on Oct. 21, 2010 but it conflicts with several projects we are currently working on, SR-91 Design Build pre-qualification (\$664 M), Pipeline project (\$60 M), as well as other projects bidding after Oct.21, 2010.</p> <p>Response: Bid Opening Date remains unchanged. Please bid as per current contract document.</p>
2.0	<p>Question_2: Will As-built be made available for this project? Specifically related to existing abutment footing elevation and bent pile information.</p> <p>Response: Per Section 5-1.12, "Supplemental Project Information," (page 20) of the special provisions, bridge as-built drawings are available as specified in the Standard Specifications. Refer to Section 2-1.03B, "Supplemental Project Information," (page 11 of 282) of the Amendments to the Standard Specifications for instructions on how to obtain bridge as-built drawings. Bid per the current contract bid documents.</p>
3.0	<p>Question_3: This project is located within the Colorado River Indian Tribes (CRIT) reservation.</p> <p>According to the CRIT website, http://www.crit-nsn.gov, any project within CRIT jurisdiction is subject to their Tribal Employment Rights Office (TERO) requirements:</p> <p><i>The Tribal Employment Rights Title applies to all employers or contractors conducting business within the Colorado River Reservation including: The Council and all its programs, departments, and chartered entities or enterprises; private employers and independent contractors and subcontractors, including those performing work for the Council, any State Government, or the United States.</i></p> <p>Among the many requirements of this code are local Indian employment preferences, and an Employment Rights Fee which is currently 2% of contract value with a proposed amendment to increase it to 3.5%.</p> <p>A copy of the TERO compliance plan is available at:</p>

	<p>http://www.crit-nsn.gov/crittero/tero-compliance-plan.pdf</p> <p>The CRIT Tribal Labor code outlining the TERO provisions including the proposed amendments can be found at: http://www.crit-nsn.gov/crit_contents/notices/D3-Labor-Code-Amendments_022410.pdf</p> <p>A notice of public hearing on the proposed amendments including the fee increase is posted at: http://www.crit-nsn.gov/crit_contents/notices/labor-code-public-hearing.pdf</p> <p>Will the contractor be required to comply with the CRIT TERO plan including payment of the fee, or is this project somehow exempt from these rules?</p> <p>Response: TERO does not apply for this project.</p>
4.0	<p>Special Provisions Specific: The cost of flagging and inspection provided by Railroad during the period of constructing that portion of the project located on or near Railroad property, as deemed necessary for the protection of Railroad's facilities and trains, will be borne by the State for a period of 85 working days beginning on the date work commences on or near property of Railroad. The Contractor shall pay to the State liquidated damages in the sum of \$500 per day for each day in excess of the above 620 working days the Contractor works on or near Railroad property, and which requires flagging protection of Railroad's facilities and trains.</p> <p>Question_4: In reference to section 13-1.03 "Protection of Railroad Facilities" stated above will the state continue to pay flagging costs beyond 85 days or will the contractor be responsible for railroad flagging costs beyond 85 working days? And if yes, what item will that be paid under?</p> <p>Response: The State will bear the cost of flagging per service contract and the contractor will be accountable for liquidated damages if work exceeds the number of specified days</p>
5.0	<p>Question_5: In Reference to sheet 83 (Q-1) Summary of Quantities "Roadway Quantities - HMA Type A". There are quantities for Temporary AC Station 7510+76.13 to 7515+76.13 (457.3 ton) and 7541+67.8 to 7546+67.8 (457.3 ton). Please provide a typical section for these areas.</p> <p>Response: Temporary AC - HMA Type A, shown in Summary of Quantities (Q-1) is to be used as needed to provide additional AC for the various paving operations during construction and as directed by the resident engineer. No typical sections will be provided.</p>
6.0	<p>Question_6: Is there a requirement for reinforcing steel sub-contractors to be licensed in both California and Arizona?</p> <p>Response: They should be licensed in both California and Arizona.</p>
7.0	<p>Question_7: Special Provision 5-1.12 states that the Cross Sections are available at the District Office. Who are what department do we contact at District 8 for the Cross Sections? When we contacted them they advised that we had to ask the question thru the pre-bid inquiry process.</p> <p>Response: Cross Sections for this project are available for pick up at the Pre-Bid Inquiry desk. If interested, please contact the numbers listed above to find out how you can obtain a copy.</p>
8.0	<p>Question_8: Is it possible to post the project plans in a PDF that isn't password protected? I am trying to split the PDF up into smaller sections, to do some digital Takeoff but because the PDF is password protected we are unable to. This prevents us from uploading images to autocad, etc.</p>

	<p>Response: NO.</p> <p>A host of issues dealing with the manipulation/tampering of the pdf files on the website, Some of these issues are:</p> <ol style="list-style-type: none"> 1) Protection of the As-Advertised electronic documents on the website. 2) Protection of the engineers seal and signatures per a 1995 memo between Caltrans and the Board of Registration for Professional Engineers and Land Surveyors.
9.0	<p>Question_9: Which alternate was used for the retrofit work on the Colorado River Bridge?</p> <p>Response: Alternative 1 was used for the retrofit construction completed in 1992 on the existing Colorado River Bridge (Bridge Number 54-1000).</p>
10.0	<p>Question_10: Reference Page 1 "Notice to Bidders" "At the time of award, the Contractor must be licensed in the states of California and Arizona. In California, the Contractor must have either a Class A license or a combination of Class C licenses which constitute a majority of the work. Please clarify if all subcontractors must have a contractor's license in California and Arizona as well. If so, please issue an addendum to clarify the contract specifications.</p> <p>Response: The Department only verifies the status of the prime contractors' licenses. The status is verified twice - once immediately after bids have been verified and once immediately before contract award. The prime contractor is not required to list the subcontractors license number in its sealed bid or prior to award.</p>
11.0	<p>Question_11: It is impossible to remove the concrete retrofit work to some 40' below water and 30' below the streambed!! Is it really intended to provide all bridge removal to elev. 305?</p> <p>Response: Yes, all elements of the existing bridge in the waterway must be removed down to Elevation 305. This is a requirement of the United States Coast Guard contained in the Bridge Permit issued May 3, 2010. Bid per the current contract bid documents.</p> <p>All elements of the existing bridge in the waterway and the test anchor piles must be removed down to Elevation 305. This is a requirement of the United States Coast Guard contained in the Bridge Permit issued May 3, 2010, which is included in the Information Handout. Bid per the current contract documents.</p>
12.0	<p>Question_12: The lateral drain line between the deck drain box and the main line is shown to have a curved tie-in to the main line (a curved "Y" connection). I don't know if this is for illustrative purposes or this is what the designer actually intended. Would a typical "T" connection be acceptable? If not, would a regular "Y" connection instead of curved Y connection be acceptable? Or any tie-in connection works?</p> <p>Response: Per Note 1 on Standard Plan B7-7, refer to Standard Plan B7-6 for drain pipe alignment. Per the note on Standard Plan B7-6, "All bends to be on 1'-6" minimum radius measured along C.L. pipe." Bid per the current contract bid documents.</p>
13.0	<p>Question_13: The Logs of Test Borings on the referenced plan sheets show that numerous rock core samples were taken in addition to the other sampling methods. The viewing of these rock core samples will provide valuable pre-bid production-related bid information. Will these rock core samples be available for viewing and inspection prior to bid time? If so, please provide the location for viewing and inspection of the rock core samples.</p> <p>Response: Your question is being taken under consideration. Unless an addendum is issued addressing your concern, please bid per the current contract bid documents.</p>

	<p>Rock core samples will be available for viewing at the Transportation Laboratory in Sacramento, CA, as specified in Addendum Number 2, dated October 18, 2010.</p>
14.0	<p>Question_14: Special Provisions_Specific: We would like to request for a bid postponement for 2 weeks. We have a conflict in schedule and we are very interested in bidding above project.</p> <p>Response: Please refer to the response for Question # 1 above.</p>
15.0	<p>Question_15: Please verify that the steel plate material for the pipe pile will be paid for on MOH when it has been received and inspected by Caltrans. This material will be produced on a "mill run" and will need to be paid for within 30 days of it being shipped to the fabricators yard. If the State does not intend to pay MOH for the steel plate the fabricator and contractor will need to add a substantial amount of interest to finance the steel plate material until it can be rolled and welded into the round configuration dimensions if the State only plans on paying MOH when the pipe pile is fabricated.</p> <p>Response: Bid per the current contract bid documents.</p>
16.0	<p>Question_16: Reference page 168 of 271 of the project plans. Will an optional construction joint be allowed in the CIDH pile 16' below the top of driven steel shell elevation?</p> <p>Response: Your question is being taken under consideration. Unless an addendum is issued addressing your concern, please bid per the current contract bid documents. An optional construction joint will be allowed. Please refer to Addendum Number 2 issued October 18, 2010.</p>
17.0	<p>Question_17: Reference page 157 & 169 of 271 of the project plans. Upon completion of the pile load test there is no information relative to completing Bent 2 Right. Is there any CIDH pile work required below the driven steel shell specified tip elevation of 219'? What is to be placed within the 108" driven steel shell?</p> <p>Response: Refer to Note 6 on sheet 169 of 271 of the project plans. Bid per the current contract bid documents.</p>
18.0	<p>Question_18: I believe that the intended limits of payment for 96" CIDH Pile should be from the driven steel shell specified tip and not the top of driven steel shell to the CIDH specified tip elevation.</p> <p>Response: Your question is being taken under consideration. Unless an addendum is issued addressing your concern, please bid per the current contract bid documents.</p> <p>The quantity for 96" Cast-in-Drilled-Hole Concrete Piling has been revised. Please refer to Addendum Number 2 issued October 18, 2010.</p>
19.0	<p>Question_19: Temporary Construction Trestle, page 90, No.4 states that the trestles shall be constructed in locations and to the elevations and on 5 channel opening as shown on the plans in what sheet of the plans will these be shown?</p> <p>No.5 mentions about a temporary bridge across the Colorado River will not be allowed. We assume that this temporary bridge being referred to is for the travelling public. If not, what is it?</p> <p>Response: The information for the temporary construction trestle is shown on Plan Sheet 21 of 271. Bid per the current contract bid documents.</p>
20.0	<p>Question_20: According to an email notice dated February 12, 2010 from Kevin Thompson, Deputy Division Chief, Structure Design, Division of Engineering Services, MS9, a directive was given "To improve the construction of CIDH piles, please increase the concrete cover in drilled shafts as follows: the concrete cover to</p>

	<p>reinforcement in drilled shafts will be 3" for 3' shafts and smaller, 4" for shafts greater than 3' and less than 5', and 6" for shafts 5' or larger." Please confirm that Caltrans intends to address the design for this project, and that the CIDH piles for this project will be modified by contract Change Order according to this directive, prior to construction.</p> <p>Response: No further information will be provided. Contractor to bid per the current contract bid documents.</p>
21.0	<p>Question_21: Are the HMA aggregates for HMA Type A and Type C required to be treated with any type of anti-strip treatment or required to meet CT T 371?</p> <p>Response: Due to the quantity of HMA being less than 10,000 tons, the treatment and testing the contractor is asking about was not included in this project due to Caltrans policy.</p>
22.0	<p>Question_22: Per Addenda #2 and Bidder Inquiry Question #17 & #18 - 96" Ø CIDH Concrete Piling quantity is 258 LF. The total quantity of 96" Piling should be 239 LF. Based on the answer to question 17, Bent 2R is to be incorporated into the bridge foundation. The quantity of 258 LF would require the 108" Ø steel casing be advanced from elevation 219 per plan to elevation 205.5, similar to Bent 2L? Is Bent 2R permanent casing to be advanced to elevation 205.5 after completion of pile load test?</p> <p>Response: Pending.</p>